

**QUERULOUS
QUACKS.**

The Topeka Capital assails the railways for advancing tariff rates on coal and lumber; while the Wichita Eagle threatens them with a populist administration; drastic legislation and heroic treatment, if tariff rates are increased on anything, at this time; or at any other time, for that matter.

Both papers claim to be the champions of the people, fearless in slugging the corporations, when they need slugging, which is about every week, and bold, to the point of recklessness, when it comes to standing up for the alleged rights of the tax-payers.

And having cudgeled their respective brains, and the thesaurus, for expletives to fire at the heads of the various railway managements, they have turned loose, Filipino fashion; and not finding any dead or dying railway bosses blocking the public highways, they are furious. And worst of all the sovereign squats don't rally to their support in their seemingly righteous war upon the railways. And they won't.

Both papers exhibit a lack of judgment, or even sense, in their assaults;

Eagle-Capital. both are wrong in their premises, incorrect in their conclusions and nobody, who thinks, will justify their unfair fight. And instead of exhibiting a spirit of independence in their wrathful editorials, they simply appeal to the lowest passions of their readers, solely with a view of catching public applause, which is often as stupid as it is senseless.

When Wichita, Topeka and all the other Kansas towns were voting millions of bonds to be sold at 75 cents on the dollar, the money to be used to buy tin cans to tie to dogs' tails; and when farmers were plastering their lands for 12 per cent money to buy pianos and pleasure carriages, the railway construction companies were mortgaging their lines at \$40,000 per mile to raise \$20,000 in money to build \$10,000 worth of cheap dirt railway. When pay day came we all went down together, the sacrifice of our greed. We then howled calamity, voted disaster, enthroned populism; and in the end became the victims of our cowardice.

Populism, by the way, is a political science that teaches a government how to pull itself out of adversity by its

The Lift. *boot-straps. The receiver took the railway. The mortgage took the farm and prices of everything went down.

But the sun that set in clouds came up in glory; and the very conditions that the Wichita Eagle and the Topeka Capital predicted and prayed for are here. Pigs and steers and corn are up; farm products and farm values are up; labor, of every kind, is up; everything we consume or produce is up. Cotton,

wool, paper, food, coal, lumber—everything, except—newspaper subscriptions and railway freight rates.

In the meantime we have not failed to observe that the principal Slugger of the Topeka Capital and the Main Push of the Wichita Eagle are tramping about in a very much higher altitude than they were a few years ago. No longer are these and other distinguished Kansas gentlemen satisfied to travel on dirt road-beds, sixty-pound iron rails and be carted over the state by thirty-ton engines, at twenty-five miles an hour. Not at all. It must be ninety-pound steel, stone ballast, iron bridges, double tracks, hundred-ton engines, upholstered palace cars, with dining room attachments, at fifty miles an hour; and even all this fails to meet the aristocratic requirements of the average Kansas nabob; while his pigs and his steers must have palace cars, quick transit and feed and water on the way.

And this costs money.

Every man connected with the railway, from president to goat wiper, is ready to strike for shorter hours and longer pay. From the man who cuts the tree to the expert mechanic who constructs the palace car; from the ore-digger, in Michigan, to the steel worker, in Pittsburg, comes the same demand. And they are just as much entitled to a fair-sized chunk of prosperity as are the editors above mentioned; and should have it. It costs them more to live, and the same rainy day comes to them that come to all of us.

Will the bellicose gentlemen please calmly seat themselves upon their respective tripods and tell us how railway managers are to meet this constantly increasing demand for better service, this tremendous increase in expenditure for labor and material, and who is to pay the bill?

Printers' wages are up; paper is up; coal, ink, types and all kinds of printing material are up; and we note, with some degree of satisfaction, that advertising space in the Topeka Capital and Wichita Eagle is also up. Besides, more of it is taken at the up rates; and this is all right. Both papers gave better service to the public this year than last year, and their patrons paid the bill.

The railways are giving their patrons better service this year than they gave last year, and at a much greater cost; and yet these two editors claim that the railways should be compelled, by law, to render the better service, at the increased cost, without raising the tariff rates on anything.

The Kansas farmer no longer ships his grain to market. He feeds it and ships the finished product; hence the

increased freight tonnage, to keep pace with the increased cost of maintenance and operating expenses does not materialize, so the railway traffic manager is compelled to put up rates, just as the Capital and Eagle have advanced their rates to meet the exigency of the emergency.

More than a quarter of a century ago the first roar was heard in the state for railway legislation. Ten years ago the state was revolutionized over the same question; and from that time to this it has been up for political discussion. And will the esteemed editors who are again trying to raise the question, please inform us what has been accomplished in all these years? Have we any commission, court or tribunal that has any power to regulate anybody or anything? Or has there been any law placed upon the statutes that controls traffic rates?

Railway managers all over the country are today demanding that they be prevented from destroying each other. One half the railways of the country have gone through bankruptcy in the last dozen years, and it is not regulation but government protection that these corporations should have as the two editors above mentioned well know; and they ought to have the manliness and the courage to say so.

Every stitch of imported cloth that so artistically covers the backs of these two Nestors of Kansas newspaperdom; every ounce of food that dailly lines their abdominal budes; every bottle—which cheers but does not inebriate—that floods their lower levels; their Perfectos and their pipes, even the lead pencils which they so dexterously push—sometimes to the great disgust of their many readers—costs them more money today than a year ago; but not a word do we hear about it.

Prosperity has spread itself over the country like a Kansas September sunshine. It has brought money to

Thrift. the farmer, trade to the storekeeper, business to the professional man, work to the laborer, brightening the homes of the rich and the poor, adding peace, comfort and happiness to all; but it shall not come to those who invested their millions in our state, trusting to our honor and manhood for their returns, nor shall it come to the hundreds of thousands of those who are dependent upon these investments for their living.

Let these two gentlemen go into the back country school houses, close the blinds, lock the doors, blow out the lights and preach their peculiar doctrine to the people who may come out to hear them. It's rot; and will not stand daylight, as has been overwhelmingly proven in the rise and fall of the political party that first daddied it. It has had its day and cannot be resurrected by the